

## THE WASHINGTON TIMES, TUESDAY, DECEMBER 5, 1935. DISTRICT COMMISSIONERS' REPORT

UNION PACIFIC  
STRONG FEATUREAnnual Report Taken as  
Bull Card.

NEW YORK, Dec. 5.—The stock market ruled strong, with London a buyer on a scale equal to about 40,000 shares during the first hour.

Union Pacific was a prominent feature, the publication of the annual report being taken as a bull card, not only on this stock, but on all the other railroad shares.

Union Pacific advanced in the early trading to 15 1/2. St. Paul crossed 17 1/2, and material gains were made in many of the other Western shares. Colorado Fuel and Iron was one of the strongest of industrials, and moved up to 48 1/2. Cast Iron Pipe, Amalgamated Copper, American Woolen, and Virginia-Carolina Chemical made material gains on moderate buying orders.

Public Mail moved up 3/4 per cent to 5 1/4. In the last few minutes the market has shown decided strength all around the room and is now at the highest price range of the day. National Lead sold at 28 1/2, another high record.

Government bonds were unchanged; railroad bonds irregular.

During the second hour London sold stocks quite liberally. Nevertheless the standard railroad list, which was heavy, rallied freely. The strong features were Bull, for the most part, in the industrial list.

## WASHINGTON STOCK MARKET.

Sales of the board, including after call, amounted to \$6,000 in bonds and 567 shares of stock. Following are the sales and quotations of today's market:

Washington Street Railway, \$1,000 @ 8 1/2.

Washington Gas certificates, \$2,000 @ 118.

Potomac Light & Power, \$1,000 @ 10 1/2.

United States Light certificates, \$1,000 @ 10 1/2.

Chesapeake and Potomac 5's—\$1,000 @ 10 1/2.

Washington Street Railway preferred—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 4's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 3's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 2's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/2's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/4's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/8's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/16's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/32's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/64's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/128's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/256's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/512's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/1024's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/2048's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/4096's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/8192's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/16384's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/32768's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/65536's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/131072's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/262144's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/524288's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/1048576's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/2097152's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

Washington Street Railway 1/4194304's—\$1,000 @ 10 1/2.

Chesapeake and Potomac Telephone—\$1,000 @ 10 1/2.

## NEW YORK STOCK MARKET.

(Continued from Fourth Page.)

(Reported by W. B. Hibbs & Co., 1410 F Street, Members New York Stock Exchange, Chicago Board of Trade, and Washington Stock Exchange.)

Am. Copper.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. Car. Fwy.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. Locomotive.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. Smelting.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. Sugar.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. T. & S. F.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. T. & S. F.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

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Am. T. & S. F.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

## NEW YORK COTTON MARKET.

(Continued from Fourth Page.)

(Reported by W. B. Hibbs & Co., 1410 F Street, Members New York Stock Exchange, Chicago Board of Trade, and Washington Stock Exchange.)

Am. Cotton.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

Am. Cotton.....Open-High-Low-1 1/2-1 1/2-1 1/2-1 1/2

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